

BRISBANE VALLEY FLYER

AUGUST 2026



Watts Bridge Memorial Airfield, Cressbrook-Caboonbah Road, Toogoolawah, O'ld 4313.

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BVSAC. Be proud of your Membership.

Here's a man and the aeroplane he built. Every bit of it. Seven years. A seven-year itch.

To FLY.



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PRESIDENTS REPORT.

Greetings Members,

Well, we are through the first part of the year and are now staring down Christmas.

The weather has been a little kinder over the last month so better flying conditions.

Apart from the usual maintenance works around the clubhouse and the hanger there has not been a lot going on.

The work on the new room is progressing with the trims now installed and the cornice has been delivered. Hope, to have it up shortly.

President.

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Here is a BRISTELL. I am presenting a flying report. Not this aircraft. I did not have a functioning camera. The aircraft pictured is so close to the aircraft we flew at WRIGHTON AVIATION at TURTLE FIELD, west of Mackay, I am happy to use the image. Even to the propeller. A constant-speed propeller of French manufacture. Some of the mechanism is hydraulic. If you think I may have been a bit gobsmacked, you're correct. This is one of the many things about these

little big aeroplanes. VH-registered and RAAus versions are operated by the school. I am in the process of revalidating my GA licence, so I was pleased to have the VH allotted to our flight. A many-year gap due to business financials and medical upsets has me way behind modern miniaturised technology. This was my first catch-up. All alloy, fairly short wing, single-piece bubble canopy hinged upward from the front, trim tab a huge span across the horizontal stabiliser and controlled by a thumb button on the stick, and the list goes on and on. Hearing an operational autopilot was fitted, I specifically asked for some time on this during the flight. I had flown an aircraft fitted with an autopilot but had never been trained in its use. This one was: think about what you wanted to do, then press that little button there in that A/P panel and select heading and altitude. On a little rock-and-roll sort of day under strong Cu, the A/P flew the Bristell smoother than I did. A few different headings. Lovely.

The glass cockpit. How much information can be jammed onto one screen? Let me think. IAS, G/S, altitude, balance ball, artificial horizon. That's what I remember. The other nav screen had heading and a little tiny aeroplane flying over a selected type of terrain display with an airspace plan. Presumably, the airspace plan is amendable as required, although maybe that is an automatic function. The A/P has sleepy alarms for when the long legs get tiresome, and they just might with an eight-hour total endurance. The RPM and manifold pressure are small but brightly lit combined analogue and digital gauges. Try setting 5280 RPM when you're a little out of practice. You can't fudge it by a needle width.

How about hand flying? Well, finger flying. Using an arm AUSTER style just would be unnecessary, or at least induced G all round. Sixty-degree angle-of-bank turns needed no more than finger and thumb and right rudder pressure. Had to have your feet settled nicely because, in no way, was any more than ankle pressure required.

How are we doing? What else do you want to know? P.A.T. How is it possible I have to include pitch? It is too small to need this. For climb: pitch up, power up, and that's it. Eighty-knot cruise climb. Wriggle the little tit on the column, all trimmed. Engine fail: 60 knots for a glide. The attitude change is small. Don't seem to need a screen full of farmland to maintain a safe glide, and in this situation the bubble canopy really comes good. I actually whacked my hand on the canopy putting my hand up to the sun for a clearing turn.

I guess I will pull up now, as this is a summary of the most remembered parts of my BRISTELL flight. Around the table or the bar, we could go on for a bit, as one does. I would thank Nick, my instructor for the trip, for his clear, concise and confident demonstrations and coaching. I look forward to

returning and hopefully getting the nod to go about in the little speedster for a bit of touring up north.

BOOK REVIEW. A DICTIONARY OF RAF SLANG

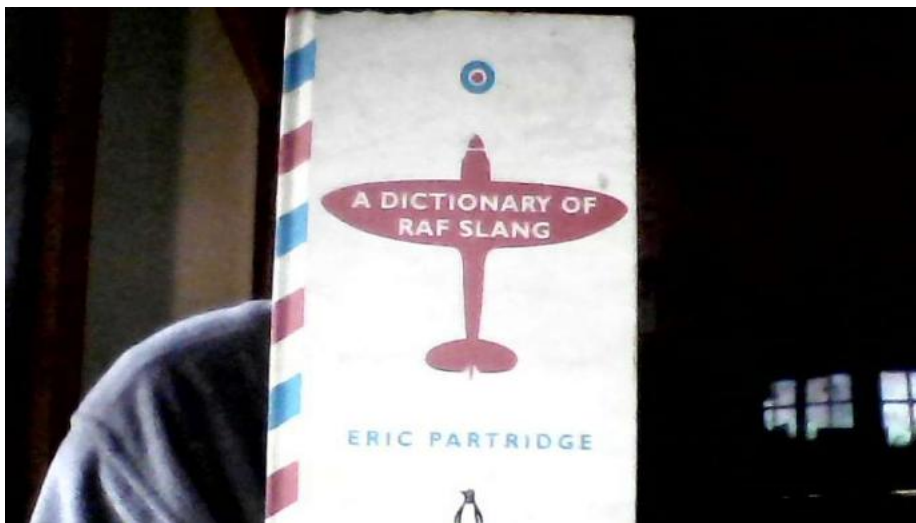
AUTHOR. ERIC PARTRIDGE 1945

To have football feet might have old Newton talking to you, and your yellow peril could be pranged. Same if you're frozen on the stick and the blower might not cut in to save you from touching bottom. Woofing the throttle can cause a crab along, but these wizard new carburettors just might save a conk, provided you let her rev up and don't go through the gate flat out.

Phew. I think that is about as far as I can go with the slang without a head spin. The introductory essay is as interesting to me as the list of words. The why and how all of this originated is worth mulling over. Our language is ever evolving, and only some of any new wave of slang stays in circulation. Thank goodness for aircraft radio standard phraseology. The thought of how confusion would spread if slang were allowed to creep into comms with air services.

This small book, first printed in 1945, is a picture of people's lives in a country far away.

There is a MONTY PYTHON comedy skit using RAF slang and by the end of it nobody knows what anyone is talking about, least of all the viewers.



This photo seemed most appropriate, with a sombre background and small-paned windows reminiscent of the 1940s. Unfortunately, there are many ways of saying some person is no longer living. The flippant manner of the speaker shows just how precarious life was in a wartime Air Force. Many words, too, for the most frightening but survived incidents. Becoming an umbrella man and ending up in the ditch sounds so much more survivable than bailing out and landing in the English Channel. So, I'm off to get some kip and appreciate how safe and warm my Queensland country bed is.

VISITORS. CABOOLTURE is not too far away. These chaps just popped in for coffee from over the hill on a NAV. EX. Plenty of folding and refolding meant they were seeing a fair bit of Queensland.

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EDITORIAL.

How about a flying editor? At long last, I have made some aviation again. The challenge is G.A. or RAAus. Aircraft have changed soooo much. When a lot of us became involved in the Ultralight Federation, we were legislated under 500 ft AGL. Now that's not even circuit height for the plastic fantastics. Eight hours' endurance at 120 knots is simply nothing to do with one hour at 50 when it comes to level of training. I have never done more than four-hour hops. Somewhere along, we are going to have to upgrade our minds to a leap almost as big as flying in the first place. I am guessing CNC machining and modern production methods have a lot to do with the huge leaps in performance. The last aircraft I flew was conventional alloy and Perspex, or probably Lexan, but certainly no ultramodern materials. That's not quite true, I realise, though. A carbon-fibre prop that's so finely tuned and variable pitch does mean a huge gain in miles per gallon, as well as 16 litres per hour at cruise. A lot more affordable. I can only hope we, as a cohort of aviators, can keep up with this rebirth of small personal tourers. Absolutely hope so.

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Joke of the Day



Why was the Librarian put off the flight ?

Because of overbooking.

Well, c'mon, it's a Grandad joke. Da dum.

PART TWO OF "A FEW NORMANDY LANDINGS"



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Then the weather improved. Martin thought these might be archaeological excavations but later we realised they're probably foundation works for wind towers.



We found Falaise! There was a bit of nervousness on approach as the “prohibited and “restricted” zones for the official D-Day ceremonies lay just a mile or two to the north. Any penetration into that airspace would see us severely punished, perhaps even forced to watch continuous loop television of the T***p family at the D-Day ceremonies. We made a pact: let's go down in flames rather than face such cruelty.

Here are a few pics on the ground where the Aeroclub had turned their clubhouse into a pub for visiting pilots (mostly Auster Club members) and invited the public to come view the planes. What great hosts the Normans were.

Note the rare depiction of QEII in aviator's goggles on the pub sign.



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Even at this small country airfield there were several Normandy war memorials. This one to the 17,000 Canadian aircrew who gave their lives.



After pitching our tent and organising some ground transport we set out on the 7th to visit the Daks-over-Normandy event at Caen-Carpiquet Airport. In fact what happened is that we joined tens of thousands of disappointed punters who had paid good money for tickets that delivered very little. There were no shuttle buses, there was no information on the Dakotas, the Daks were not accessible,

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there were few toilets and only one coffee bar. So I submit just one picture of Daks over Normandy.



After leaving the money-making-event we visited the beaches – a Dakota and a Mustang kindly flew past – enjoyed the museums and the wonderful countryside of Normandy before, late in the day, arriving back at the Falaise “pub” to find a Saturday night feast in full swing. We joined the fracas but Storm Miguel crashed the party. Every aviator knows that when a storm acquires a name it also acquires a reputation and the ability to inflict harm. So it was with Miguel. It had only vaguely registered on our tired consciousness that outside the clubhouse the wind was becoming quite gusty when suddenly a shout went up: “La Turbulence!!” An Auster had been spotted attempting take-off without its pilot. In fact this was Adam and Heather’s beautifully restored Mk6 G-AGTO which had weather-cocked into wind, pulled one of its tie-downs from the sodden earth and performed a few other manoeuvres before we raced to the scene, took hold of its struts and calmed it down. The wind was coming in icy blasts, the rain drove horizontally and around the field other Austers and the Kitfox were also tugging at their restraints. Over the next 90 minutes the Falaise Aeroclub team and aircraft owners performed the minor miracle of creating space in hangars and then carefully manoeuvring all but a couple of the aircraft

under cover. Those remaining outside were secured in the lee of the hangars. It was great team-work and a real tribute to our hosts that the damage was minor.

ENGINE STUFF

LYCOMING 2600-HOUR LIFE, up from 2000. This was a LYCOMING advertisement and made from the OSHKOSH meeting. O-390 engine in particular.

ROTAX. Just a Facebook rant. Oil leaks in some aircraft and smoke from oil on exhaust.

The fifteen year rule should be looked at by all ROTAX operators. Some folks do, some folks don't.

ROLLS-ROYCE. Not useful, but according to a doco on the GRIFFON engine, it is not a hotted-up MERLIN. It was a new engine which started life in the early 1930s but was considered unnecessary by the Air Force. Has the same 60-degree V but a big reduction gearbox. Required a fair bit of redesign. Makes me wonder why gearboxes were so disliked when ROTAX first came along. There is plenty of stuff flying geared propeller shafts now.



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QUIZ

Here is a photographic demonstration of a natural phenomenon which is part of any flight.

This is a cylinder of stainless steel, (actually my smoko flask) held in a flow of water.

Water is a fluid. Think back to fluid dynamics. What is going on?

How is the fluid flowing; that is, what is its behaviour? Is it a change of state? Is it a change of energy? Is it a change of direction?

Who was the physicist who brought this to the world's attention?

Why is it in an aviation quiz?

If so, how is it part of the theory of flight?

Is the circulation theory more important?

Is it a calculation to be made before flight?

Did Wilbur and Orville use this or calculate this?

Does $\frac{1}{2} \rho C_L V^2 S$ come into this?

Where has gravity gone? Or why is it overcome briefly in this case?



Now the next part of the QUIZ.

What type of cylinder is this?

From where would it be obtained?

Would the fluid contained in this semi-cylindrical glass container behave in the same manner as the fluid in the first example?

Next time a C-17 flies over, can you see the part of the aircraft that is using this phenomenon?

QUIZ Answers. Coanda effect and all associated laws. Surface tension and the Bernoulli principle are all around this. Some latest theories are that these are all bunkum and the circulation theory is the real thing. Explanation for all this is all over the www and plenty of textbooks. Even Flight Without Formula has discussion of it.



And here is an example of so much theory. A biplane. This man and plane were the subject of last month's introductory page. Craig has had a few issues in life and just never let this keep him grounded. He probably doesn't dwell too much on the COANDA effect when he is up in the scale HAWKER FURY. The approach speed stability is more of a concern than just what is high or low pressure and where.

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!Aircraft Books, Parts, and Tools etc.

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Tow Bars

Item	Condition	Price
Tailwheel tow bar.	Good condition	\$50.00

Propeller Parts

Item	Condition	Price
Propeller spacers, Assorted depths, all to fit Rotax 912 UL/ULS propeller flanges	Excellent	\$100.00 each
Spinner and propeller backing plate to suit a Kiev, 3 blade propeller, on a Rotax 912 engine flange.	Excellent	100.00

For all items, Contact Rob Knight on mobile – 0400 89 3632

Or email me at:

kni.rob@bigpond.com

Wanted for AUSTER J5F. Oil pressure gauge. Old-style round job, 1950s look. Small-ish. 2 ½ inch approximately, with British numerals.

Stitts POLYFIBRE medium weight. Not much required for the elevators. Just slow, slow to get a hold of. Hoping someone has some leftovers.

Call Mike Hetherington 0403012501, but signal is sketchy. Please leave voicemail. Or landline 0754270827 at around 2000 hrs local (or 8 pm). Cheers

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AN3, AN4 & AN5 bolts, all bagged
- 500 bolts in total.

Today's cost – approximately **\$5,500**

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Sky Dart Single Seat Ultralight for Sale.

\$4,500.00 NEG

A single-seat, ultralight taildragger. Built in 1987, this aircraft has had a single owner for the past 18 years, and I am only now regretfully releasing it again for sale. I also have a Teenie II and am building another ultralight, so I need the space.



The landed Sky Dart III rolling through at YFRH Forest Hill

TTIS airframe is 311 hours, and the engine TTIS is 312 — just one hour more. Up-to-date logbooks available. 2 x 20-litre tank capacity. To be sold with new annuals completed.

It is easy to fly (for a taildragger), and a great way to accumulate cheap flying hours.

Call me to view, Bob Hyam,
Telephone mobile 0418 786 496 or
Landline – 07 5426 8983, or

Email: bobhyam@gmail.com



Landed at McMaster Field after my flight back from Cooma just West of Canberra. In the cockpit with me is GeeBee, my dog

Single Seat T84 Thruster, disassembled and ready for rebuild.

I have a T84 single seat Thruster project in my hanger at Watts bridge.

The fuselage is on its undercarriage, the wing assemblies are folded up and the skins are with them.

Included is a fully rebuilt Rotax 503 dual ignition engine and propeller.

And, most importantly – the aircraft logbook!

Asking price **MAKE AN OFFER**

Contact John Innes on **0417 643 610**